

### Wasted Spark driver board installation instructions for L1 - L8.

Thank you for your purchase of a Motorsport Developments Wasted Spark driver for L1 – L8 Weber Marelli ECU's. The driver installation requires some soldering skills and we strongly recommend you allow a professional to fit it if you are at all unsure as to how to follow these instructions as incorrect fitment is likely to destroy the ECU and the wasted spark driver. If you intend to proceed, please continue as follows:

The board has to be mounted into the ECU very securely. We recommend drilling the ECU casing crossbar and screwing it in as per our Example picture. (*Picture 1.*)

The driver itself has 10 wires coming from it. These wires are to be connected to the ECU as follows:

<u>Board Pin:</u>	<u>Wire Colour:</u>	<u>Function.</u>	<u>Connect To:</u>
1	Red	+5V	ECU Solder side EPROM Pin 27 or 28.
2	Black	0V	ECU Solder side EPROM Pin 14.
3	White	Function 1	ECU Solder side CPU Pin 8.
4	Yellow	Function 2	ECU Solder side CPU Pin 13.
5	Pink	Function 3	ECU Solder side CPU Pin 9.
6	Blue	Coil (1+4)	ECU connector pin 26**
7	Purple	Coil (2+3)	ECU connector pin 25**
8	Brown	Ignition Ground	ECU connector pin 24
9	Grey	Tachometer	ECU connector pin 21 or 9** ( <i>See note 2</i> )
10	Orange	+12V	ECU connector pin 20

#### **\*\* IMPORTANT \*\***

All pins marked with \*\* should be cut so that the signal from the driver cannot enter the ECU circuitry. It is to be connected to the cars harness only or ECU and driver damage will result. This isolation can be achieved by snipping the pin at the right angle point and bending the PCB part back a few mm's. This way, the connection can be easily remade at a later date should you so require. (*See picture 2.*)

**Note 1:**

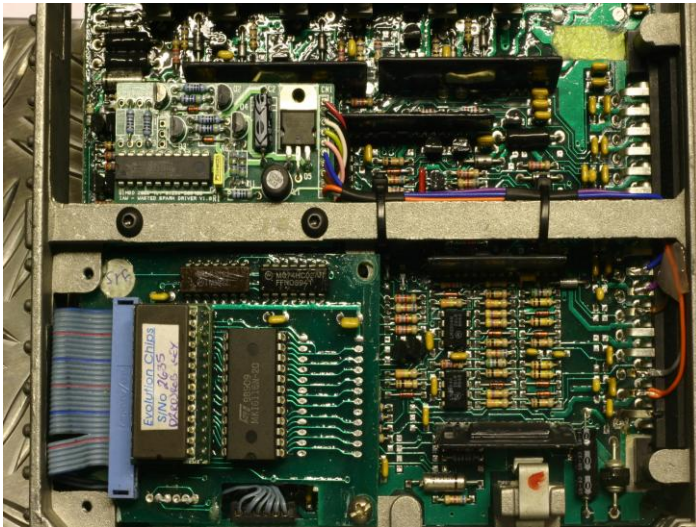
Once connected, ensure the ECU is **NEVER** powered up with the original Ford Ignition Coil or Coil suppressors as fitted to both the positive and negative wires on the standard coil. Again, if unsure, seek professional advice as failure to do so can result in irreparable damage.

**Note 2:**

The rev counter output pin is dependent on both your conversion loom and what equipment your car has fitted as STD. Please ensure that the grey wire from the driver always connects to the pin that you fit into the multi plug. *(Normally 21 for non air conditioned cars or 9 if the car has air conditioning)*

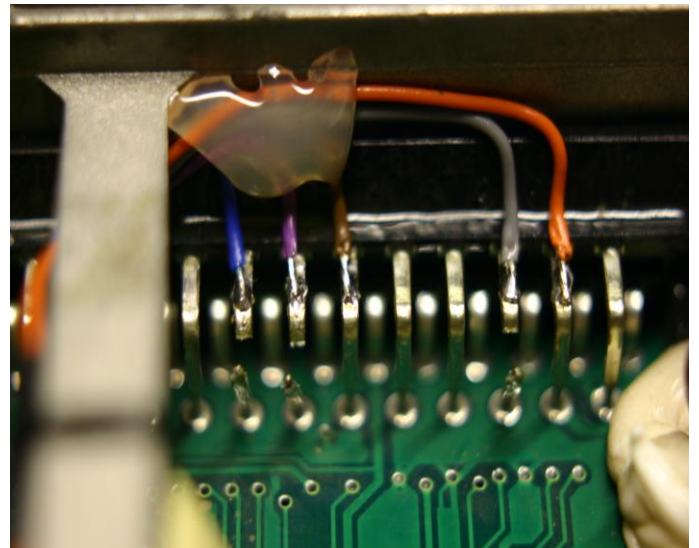
**Note 3:**

Ford rev counters will likely require a small modification to them to allow correct and accurate drive. Please see separate instructions to perform this modification.



**<- Picture 1:**  
**Driver secured in a L8 ecu.**

**Picture 2: →**  
**Ecu connector pin cuts**



**<- Picture 3:**  
**Rear of a L1 – L8 Ecu.**

